

Insurances.

REDUCTION IN THE RATES OF PREMIUM FOR FIRE INSURANCE.

THE Undersigned have (as already intimated in their Circular dated 14th October last) received authority from the Secretary of the ROYAL INSURANCE COMPANY to reduce the rates of Premium under certain circumstances, on PRIVATE RESIDENCES and on FURNITURE and EFFECTS, therein contained.

In cases of DWELLING-HOUSES removed from the Town, the rate of Premium will be Three-quarters per Cent. in place of One per Cent. per Annum as hitherto charged; and in cases of Residences, so situated, being detached or semi-detached, the rate will be further reduced to One-half per Cent.

The Royal Insurance Company for FIRE INSURANCE on the various classes of Buildings and their contents will therefore remain as follows, until further notice, viz.:

Detached and semi-detached Dwelling-Houses (removed from the Town) and their Contents, 1 per cent.

Other Dwelling-Houses (similarly situated) and their Contents, 1 per cent.

First Class China House and their Contents, 1 1/2 per cent.

Other Risks as per special arrangement.

ROB. S. WALKER & Co., Agents, Royal Insurance Company, Hongkong, November 9, 1866.

LIFE ASSURANCE.

THE Undersigned have received Authority by a recent Mail to issue LIFE Policies for amounts not exceeding £1000 without reference to the Head Office, as was previously required by the Board.

ROB. S. WALKER & Co., Agents, Royal Insurance Company, Hongkong, January 6, 1866.

NOTICE.

THE Undersigned have received extended limits from THE ROYAL INSURANCE COMPANY, are now authorized to issue Policies against FIRE on Buildings, or on Goods stored therein in Hongkong, \$60,000; in Macao \$45,000.

ROB. S. WALKER & Co., Agents, Royal Insurance Company of Liverpool, Hongkong, June 17, 1864.

ROYAL INSURANCE COMPANY.

FIRE AND LIFE.

CAPITAL, £2,000,000. (LIFE DEPARTMENT.)

22 per Cent. per Annum Bonus declared during the last fifteen years on all Profit participating Policies of Two Years standing.

The utmost liberality practised in the settlement of all Claims, with the representatives of deceased Assureds.

An Assurance for any sum not exceeding £1000 can be effected with the Undersigned without reference to Head-Office.

By special authority of the Board, Claims are settled at once by the Undersigned without reference to England.

Fees to Medical Referees paid by the Company.

No forfeiture of Policy from unintentional mis-statement.

Premiums payable Half-yearly or Annually at the option of the Assured.

Annual Premium for an Assurance of £100 for the whole term of Life, including £2 10s. per Cent. for Foreign Risk, which will be deducted during a visit to or a permanent resident in Europe.

REDUCTION OF RATES.

THE Undersigned are prepared to accept Short period Risks at the following Reduced Scale, viz.:

Not exceeding 1 month, 1/2 of the annual rate

Not exceeding 3 months, 2/3 do.

Not exceeding 6 months, 3/4 do.

Not exceeding 12 months, the annual rate

GIBB, LIVINGSTON & Co., Agents, China Fire Insurance Company, Hongkong, August 7, 1866.

CHINA FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of \$80,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co., Agents, China Fire Insurance Company, Hongkong, August 24, 1864.

REDUCTION OF RATES.

THE Undersigned are prepared to accept Short period Risks at the following Reduced Scale, viz.:

Not exceeding 1 month, 1/2 of the annual rate

Not exceeding 3 months, 2/3 do.

Not exceeding 6 months, 3/4 do.

Not exceeding 12 months, the annual rate

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company, Hongkong, August 7, 1866.

CHINA FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

DETACHED and Semi-detached Dwelling Houses removed from Town, and their Contents, 1 per cent.

Other Dwelling Houses, used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, China Fire Insurance Company, Hongkong, March 7, 1866.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz.:

Detached and Semi-detached Dwelling Houses removed from the Town, and their Contents, 1 per cent.

Other Dwelling Houses used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company, Hongkong, March 6, 1866.

REDUCTION IN THE RATES OF PREMIUM FOR FIRE INSURANCE.

THE Undersigned have received Instructions from the ROYAL INSURANCE COMPANY for short periods as follows:—

On Policies not exceeding 1 month from 1 per cent. to 1/2 per cent.

On Policies not exceeding 3 months, 2/3 per cent.

On Policies not exceeding 6 months, 3/4 per cent.

On Policies not exceeding 12 months, the annual rate.

ROB. S. WALKER & Co., Agents, Royal Insurance Company, Hongkong, September 8, 1864.

AMICABLE INSURANCE OFFICE.

THE Undersigned having been appointed Agents for the above INSURANCE OFFICE, are prepared to accept Marine Risks, and issue Policies on any first class Sailing Vessels or Steamers, on the usual terms, payable in case of loss, in CHINA, SINGAPORE, CALCUTTA, BOMBAY, LONDON, &c.

ROB. S. WALKER & Co., Agents, Amicable Insurance Office, Hongkong, June 17, 1864.

REDUCTION IN THE RATES OF PREMIUM FOR FIRE INSURANCE.

THE Undersigned have received Instructions from the ROYAL INSURANCE COMPANY for short periods as follows:—

On Policies not exceeding 1 month from 1 per cent. to 1/2 per cent.

On Policies not exceeding 3 months, 2/3 per cent.

On Policies not exceeding 6 months, 3/4 per cent.

On Policies not exceeding 12 months, the annual rate.

ROB. S. WALKER & Co., Agents, Royal Insurance Company, Hongkong, September 8, 1864.

YANGTZE INSURANCE ASSOCIATION OF SHANGHAI.

DIVIDEND (of 8 per cent.) Eight per cent has been declared on the Net Premium contributed to the above Association for the year ending 30th September, 1865.

Policy holders will please send in particulars of their contributions to that date to the Undersigned.

RUSSELL & Co., Secretaries, Hongkong, September 10, 1866.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE, on BUILDINGS and GOODS, at current rates.

RUSSELL & Co., Agents, Pacific Insurance Company of San Francisco, Hongkong, February 6, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY are prepared to grant Policies covering Marine Risks, at the current rates.

RUSSELL & Co., Agents, Pacific Insurance Company of San Francisco, Hongkong, July 6, 1866.

Insurances.

BATAVIA SEA & FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above named COMPANY are prepared to grant Policies against SEA RISKS, at current rates.

RUSSELL & Co., Agents, Batavia Sea & Fire Insurance Company, Hongkong, April 1, 1866.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

THE Undersigned having been appointed Secretaries and Agents of this Association, are prepared to issue Policies upon Marine Risks at current rates of premium. Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fookchow and Shanghai.

In addition to the usual brokerage this Association returns to the assured of each year at the close of each current year, fifteen (15) per cent. of the profits of the Company for that year divided pro rata to the amount of premium paid by each policy-holder.

RUSSELL & Co., Secretaries, Hongkong, March 2, 1867.

YANGTZE INSURANCE ASSOCIATION OF SHANGHAI.

DIVIDEND (of 8 per cent.) Eight per cent has been declared on the Net Premium contributed to the above Association for the year ending 30th September, 1866.

Policy HOLDERS will please send in particulars of their contribution to that date to the Undersigned.

RUSSELL & Co., Secretaries, Hongkong, September 7, 1867.

REDUCTION OF RATES.

THE Undersigned are prepared to accept Short period Risks at the following Reduced Scale, viz.:

Not exceeding 1 month, 1/2 of the annual rate

Not exceeding 3 months, 2/3 do.

Not exceeding 6 months, 3/4 do.

Not exceeding 12 months, the annual rate

GIBB, LIVINGSTON & Co., Agents, China Fire Insurance Company, Hongkong, August 7, 1866.

CHINA FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of \$80,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co., Agents, China Fire Insurance Company, Hongkong, August 24, 1864.

REDUCTION OF RATES.

THE Undersigned are prepared to accept Short period Risks at the following Reduced Scale, viz.:

Not exceeding 1 month, 1/2 of the annual rate

Not exceeding 3 months, 2/3 do.

Not exceeding 6 months, 3/4 do.

Not exceeding 12 months, the annual rate

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company, Hongkong, August 7, 1866.

CHINA FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

DETACHED and Semi-detached Dwelling Houses removed from Town, and their Contents, 1 per cent.

Other Dwelling Houses, used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, China Fire Insurance Company, Hongkong, March 7, 1866.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz.:

Detached and Semi-detached Dwelling Houses removed from the Town, and their Contents, 1 per cent.

Other Dwelling Houses used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company, Hongkong, March 6, 1866.

CHINA FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

DETACHED and Semi-detached Dwelling Houses removed from Town, and their Contents, 1 per cent.

Other Dwelling Houses, used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, China Fire Insurance Company, Hongkong, March 7, 1866.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz.:

Detached and Semi-detached Dwelling Houses removed from the Town, and their Contents, 1 per cent.

Other Dwelling Houses used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company, Hongkong, March 6, 1866.

CHINA FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

DETACHED and Semi-detached Dwelling Houses removed from Town, and their Contents, 1 per cent.

Other Dwelling Houses, used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, China Fire Insurance Company, Hongkong, March 7, 1866.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz.:

Detached and Semi-detached Dwelling Houses removed from the Town, and their Contents, 1 per cent.

Other Dwelling Houses used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company, Hongkong, March 6, 1866.

CHINA FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

DETACHED and Semi-detached Dwelling Houses removed from Town, and their Contents, 1 per cent.

Other Dwelling Houses, used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, China Fire Insurance Company, Hongkong, March 7, 1866.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz.:

Detached and Semi-detached Dwelling Houses removed from the Town, and their Contents, 1 per cent.

Other Dwelling Houses used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company, Hongkong, March 6, 1866.

CHINA FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

DETACHED and Semi-detached Dwelling Houses removed from Town, and their Contents, 1 per cent.

Other Dwelling Houses, used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, China Fire Insurance Company, Hongkong, March 7, 1866.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz.:

Detached and Semi-detached Dwelling Houses removed from the Town, and their Contents, 1 per cent.

Other Dwelling Houses used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company, Hongkong, March 6, 1866.

CHINA FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

DETACHED and Semi-detached Dwelling Houses removed from Town, and their Contents, 1 per cent.

Other Dwelling Houses, used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, China Fire Insurance Company, Hongkong, March 7, 1866.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz.:

Detached and Semi-detached Dwelling Houses removed from the Town, and their Contents, 1 per cent.

Other Dwelling Houses used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company, Hongkong, March 6, 1866.

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

CAPITAL, £2,000,000.

ACCUMULATED FUNDS £2,233,927.

ANNUAL REVENUE £497,263.

THE Undersigned Agents for the above Company are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same.

GILMAN & Co., Agents, North British and Mercantile Insurance Company, Hongkong, June 21, 1864.

SUN FIRE OFFICE.

THE Undersigned having been appointed Agents for the above Office, are prepared to grant Policies against FIRE, on the usual Terms and Conditions.

Risks will also be accepted at the following Ports:

Canton, by Messrs DEACON & Co. Macao, by E. L. LANGA, Esq. Amoy, by Messrs BOYD & Co. Fuhchau, by Messrs KINNEAR & Co.

Full particulars of Rates, &c., may be obtained on application to, ADAM SCOTT & Co., Agents, Hongkong, May 22, 1866.

GUARDIAN FIRE ASSURANCE COMPANY.

REDUCTIONS IN THE RATES OF PREMIUM.

DETACHED and Semi-detached Dwelling Houses removed from the Town, and their Contents, 1 per cent.

Other Dwelling Houses, used strictly as such, and their Contents, 1 1/2 per cent.

Godowns, Offices, Shops, &c., 1 per cent.

ALFRED WILKINSON & Co., Agents, Hongkong, October 10, 1865.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information apply to, ARNOLD KARBBERG & Co., Agents, Hongkong & Canton, Hongkong, January 4, 1867.

THE SWISS LLOYD.

Transport Insurance Company of Winterthur.

THE Undersigned having been appointed General Agents for China of the above named Company, are prepared to grant Policies against SEA RISKS on the usual terms.

SIEMSEN & Co., Agents, Hongkong, January 1, 1867.

DE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Undersigned having been appointed Agents in Hongkong for the above named Companies are prepared to grant Policies against SEA RISKS on the usual terms.

SIEMSEN & Co., Agents, Hongkong, August 1866.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

CAPITAL ONE MILLION STERLING.

THE DIRECTORS have the pleasure to announce the appointment of Messrs HOLLIDAY, WISE & Co. as agents for the Company at Hongkong, Shanghai, Canton, Hankow, and Fuchau, who are prepared to grant Insurances at current rates and at whom all needful information may be obtained.

By Order of the Board, JAS. B. NORTHCOTT, Secretary, Hongkong, August 6, 1866.

HONGKONG FIRE INSURANCE COMPANY.

THE following Reduced Rates will be charged in future for Short period Insurances, viz.:

One month, 1/2 of the annual rate

Three months, 2/3 do.

Six months, 3/4 do.

Twelve months, the annual rate.

JARDINE, MATHISON & Co., General Managers, Hongkong Fire Insurance Company, Hongkong, August 6, 1866.

THE QUEEN INSURANCE COMPANY.

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned having been appointed Agents for the above named Company are prepared to grant Policies against FIRE, either at this Port, or at Macao, Canton or Whampoa, to the extent of £15,000, in any one class upon Buildings or Merchandise, on the usual terms.

HOLLIDAY, WISE & Co., Agents, Hongkong, June 8, 1867.

ALBERT LIFE ASSURANCE COMPANY.

ESTABLISHED 1838.

CAPITAL, £500,000.

Managing Agents in China, Messrs AUGUSTINE HEARD & Co., Hongkong, Medical Referees, J. IVOR MURRAY, Esq., M.A.

THE Undersigned having been appointed Managing Agents for the above Company are prepared to accept Risks and issue Policies on Life Assurances.

For further particulars, forms of proposals, &c., apply to, AUGUSTINE HEARD & Co., Managing Agents in China, Hongkong, June, 1867.

JOHN MARINE INSURANCE COMPANY.

LONDON.

INCORPORATED 1859.

CAPITAL—£1,000,000.

THE Undersigned having been appointed Agents for the above Company are prepared to accept Marine risks and issue Policies at current rates.

AUGUSTINE HEARD & Co., Agents, Hongkong, June 8, 1867.

Docks.

UNION DOCK COMPANY OF HONGKONG & WHAMPOA LIMITED.

THE Undersigned respectfully beg to call the attention of Ship Owners, Agents and Masters to their Establishments at Hongkong and Whampoa, which offer every facility for the DOCKING and REPAIR of Vessels of all classes.

Their Docks in Whampoa, which comprise Four, have been in successful operation for the last Twelve Years, and are now in good Working Condition.

The Docks are pumped out by a Steam Pump in Five hours, and capable of taking in Vessels drawing 15 1/2 feet at Spring Tides.

The Works Sheds comprise the different Departments of the Shipwright, Blacksmiths, Boiler Maker, and Foundry, possessing all the necessary appliances for the Repairs of Ships, Steamers, and Steam Machinery.

The Stores in the different Departments consist of the best Materials which are supplied to Vessels on the most reasonable Terms.

A Jetty, with a powerful Lifting Shear alongside of which Vessels can lie and take out Masts, Boilers, &c.

A STEAM TUG always in readiness to tow Vessels to the Docks, free of charge, and will tow them back to anchorage or to sea at Reduced Rates.

All Work carried out under the superintendence of experienced Europeans.

For further particulars, apply at the Company's Office, Pedder's Wharf, Praya, Hongkong.

J. B. ENDICOTT, Secretary, N. B.—The Consignees or Masters of any Vessels seeking reason to complain of the Work done in the Dock, or in any way respecting the Dock Arrangements, should address the Secretary on the subject—when their complaints will receive the immediate attention of the Directors of the Company. Hongkong, March 18, 1866.

HONGKONG AND WHAMPOA DOCK COMPANY LIMITED.

CAPITAL—£750,000.

IN 1,600 SHARES, OF £500 EACH.

THE COMPANY'S DOCKS at ABERDEEN and WHAMPOA are in full working order, and the attention of Ship Owners is respectfully solicited to the advantages which these Establishments offer for the docking and repair of Vessels.

The following description of the Premises is submitted for the information of the Public.

ABERDEEN DOCK.

DOCK No. 1.

Built of GRANITE.

Length, 330 feet.

Breadth, 80 "

Depth of Water at Spring Tides, 18 1/2 "

do. Neap Tides, 16 "

NEW DOCK, No. 2.

Built of GRANITE.

Length, 400 feet.

Breadth, 90 "

Depth of Water at Spring Tides, 24 "

do. Neap Tides, 21 1/2 "

This Dock is now under course of construction.

WHAMPOA DOCKS.

DOCK A.

Built of GRANITE.

Length, 550 feet.

Breadth, 80 "

Depth of Water at Spring Tides, 16 1/2 to 17 ft.

do. Neap Tides, 13 1/2 to 15 "

This can be used either as one or two Docks.

DOCK B.

Built of GRANITE.

Length, 340 feet.

Breadth, 40 "

Depth of Water at Spring Tides, 13 "

do. Neap Tides, 10 1/2 "

The above are the largest Docks in China and they are fitted with every appliance in the way of Cranes, powerful Steam Pumps, &c., to ensure safety and despatch in work.

DOCK C.

Built of Wood.

Length, 260 feet.

Depth of Water at Spring Tides, 14 "

do. Neap Tides, 11 1/2 "

Fitted with Cranes and Steam Pumps.

DOCK D.

Length, 164 feet.

Depth of Water at Spring Tides, 12 1/2 "

do. Neap Tides, 9 1/2 "

DOCK E.

Length, 120 feet.

Depth of Water at Spring Tides, 11 "

do. Neap Tides, 8 1/2 "

D and E are Mud Docks available to small vessels, at very low rates.

WORKSHOPS.

The Workshops on the Premises, both at Aberdeen and Whampoa, possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineer's Shops are supplied with Lathes, Planing, Screwing, Cutting, Punching Machines, &c., &c., capable of executing work on the largest scale; and Blacksmiths' Shops are equally well supplied with plant, and the work is entirely carried out under the Supervision of experienced Europeans.

Powerful Lifting Shears stand on a Jetty alongside where vessels can lie in 24 feet water and take in or out boilers, masts, &c.

BOILERMAKERS' DEPARTMENT.

The company in addition to executing Repairs are prepared to tender for supplying new Boilers to Steamships for constructing which they have great facilities.

FOUNDRY.

Iron and Brass Castings, either for Ships or general purposes, executed with the utmost despatch.

STORES.

The Company's Stores will (when required) supply at moderate rates all the necessities for Shipwork, such as Paint, Copper, Canvas, &c., &c.

STEAM TUG.

The Company's powerful Steam Tug *Burns* (100 Horse-power nominal) is always in readiness to tow Sailing Vessels from Hongkong to the Dock free of charge, and will take them back or to sea at reduced Rates.

For further particulars, apply at the Office of the Company, Pedder's Wharf, Hongkong.

JOHN S. LAPRAIK, Secretary.

N. B.—The Consignees or Master of any Vessel seeking reason to complain of the work done in the Dock, or in any way respecting the Dock arrangements, should address the Secretary on the subject—when their complaints will receive the immediate attention of the Directors of the Company. Hongkong, October 18, 1866.

THE TREATY PORTS OF China and Japan.

A COMPLETE GUIDE TO THE OPEN PORTS OF THOSE COUNTRIES, TOGETHER WITH PRACTICAL INFORMATION FOR TRAVELLERS, MERCHANTS, AND RESIDENTS IN GENERAL.

FORMING A GUIDE BOOK & VADE MECUM FOR TRAVELLERS, MERCHANTS, AND RESIDENTS IN GENERAL.

8vo. pp. 618. With 20 MAPS and PLANS.

By WM. F. MAYERS, R.N., &c., &c., H. M. C. S., & N. B. DENNIS, LATE H. M. C. S., AND CHAS. KING, LEUT. R. M. A.

HONGKONG: CHARLES A. SAINT. (late A. Shortt & Co.)

LONDON: N. TURNER & Co.

Price, \$5, leather half bound.

Opinions of the Press.

Shanghai Recorder, May 17, and *Supreme Court and Consular Gazette*, May 11, 1867.

A very useful book has just been issued from the Press in Hongkong under the title of "The Treaty Ports of China and Japan," compiled and edited by Mr. N. B. DENNIS. The book is very conveniently got up, is interspersed with maps of the various treaty ports, and contains, besides much useful local information, historical sketches of much interest. Our readers will feel naturally interested in what is said concerning Shanghai; and a good idea of the history of this place is conveyed in Mr. Dennis' work. The other ports in China and also those in Japan are carefully described, and almost all particulars which can be required by the traveller or resident are to be found in this work, which may be justly regarded as the "Murray" of China.

(*Singapore Free Press*, May 9.)

We referred briefly, several days ago, to a new work published by Messrs. A. Shortt & Co., of Hongkong, entitled "The Treaty Ports of China and Japan." But it would be utterly impossible, in a condensed notice of such a work, to give an adequate idea of its contents. The historical events of interest since the foundation of the settlement of Hongkong, are perhaps too much condensed into a general summary, but the most important features, in the composition of the society of the present colony, is detailed at greater length. When we come to consider that the book before us makes no pretensions to be a history, but merely a guide book, we cannot hesitate to pronounce it at once the most complete work of its kind ever issued. The Appendix may be termed the China Bazaar, and the text is studded with interesting papers—historical, botanical, and descriptive. The maps and plans are useful illustrations of the geographical position of the treaty ports, and a valuable assistance both to travellers and residents.

(*N. C. Daily News*, May 16.)

A very interesting book has lately been published, entitled "The Treaty Ports of China and Japan," to which it forms a complete guide and regarding the history of which it gives interesting particulars. Maps of the various localities described are inserted, and an appendix shows the existing means of transport between Europe and America and these two countries. A work of the kind was much needed, to place within reach of the general public the information regarding the districts in which they reside that had hitherto been concealed under the mysterious hieroglyphics of the Chinese language, or at best open only to analogies, that some means expressed by the authors, that much will be found in the present book that is new and unknown to the general reader, is, we think, fully justified. * * * Hongkong and Canton, for example, each occupy more than 100 pages, comprising every conceivable particular regarding them, from their history native and foreign, to particulars of the geological formation and botanical wealth of the neighbourhood. * * * Not the least interesting feature in the book under review, is the insight it affords us into the character of the population in different parts of this vast empire. * * * One of the most interesting chapters is devoted to a sketch of the history and topographical features of Formosa. "The vicissitudes of its history, the peculiarities of its inhabitants, and the reputed mineral wealth of its hills and mountains, are all treated in a person of Mr. Dennis's tastes, must have offered powerful attractions. From his "Notes on Formosa" are derived many of the particulars given in the work under review. * * * Interesting descriptions of the fauna and flora of the island are given, for details of which we refer our readers to the book itself. We have, we believe, said enough to show the scope and character of the work, and must take leave of it for the present, though with the intention of completing our sketch of the information it gives regarding the various treaty ports, on a future occasion. In the meantime, we can assure our readers that no one who takes the trouble to gain a more intimate knowledge of it, will regret the time employed.

From the *Hankow Times*, May 18.

We feel it to be a public duty to take the first opportunity of calling attention to the "Guide Book and Vade Mecum" just issued for "travellers, merchants, and residents in general," in the Treaty Ports of China and Japan, by Messrs Shortt & Co., of Hongkong. * * * The order of description of the various places follows their position on, or from the coast, as we go northward. In each instance the history, position, means of access, accommodation, foreign residences, public buildings, community, mode and cost of living, climate, associations, amusements, places of interest, native institutions, population, local government, natural history, productions, and statistics of trade are given, along with a miscellaneous detail of notes and incidents, in connection with particular localities. So far as we are able to practically test the individual descriptions of the various places, they are given with a considerable degree of fairness and fulness. Peking, Yedo, and Macao are wisely included in the general survey. * * * The value of the book is greatly increased by a most complete index, and the work closes with a set of useful appendices. The last of these is the greatest novelty of the work. It consists of a bibliographical index of all formal works published from the earliest date in the English language on China and Japan. Philological but a few, for some reasons best known to the compilers, are excluded.

We hope to see this omission repaired in the next edition. With the exception of the comparative thinness of the paper, the getting-up of the work is very creditable to all concerned; and we have sincere pleasure in congratulating the authors and publishers on the considerable merit of their admirable enterprise and performance.

Notes and Queries.

CHINA AND JAPAN.

A MONTHLY MEDIUM OF INTER-COMMUNICATION FOR Professional and Literary Men, Missionaries and Residents in the East generally.

EDITED BY N. B. DENNIS.

PRICE \$6 PER ANNUM.

Opinions of the Press.

(*Hankow Times*, Mar. 1867.)

We insert this week, apropos of some important correspondence which has appeared of late in our columns, an extract from the

1995

The image is a high-contrast, black and white scan of a document page. The top portion of the image is a light gray, grainy area, likely representing the top edge of a book or a piece of paper. Below this, the majority of the image is a solid, dark black area, which appears to be the main body of the document, possibly a book cover or endpaper. The overall texture is very noisy and grainy, characteristic of a low-quality scan or a heavily degraded document.



means of communication. Siberia, though even 200 miles distant, is interesting details of the rivers of Manchuria. In the debate reading of the paper, served that modern dredges and surveys, and draw necessity for amending Cotton's paper, to which we have a good deal of time and space of overland communication. The route via the Yangtze river, the these navigable points. Although neither discussion which followed much to the information more than to the with which these in- important record of one route, although with most public, who was present, favor of the Bhamo judge most favorably information permit; Phayre endorsed Dr. Lamprey adds ledge of the country, except as regards a notabilia, which are not likely to be of use to future travelers. It is, however, a year, the almost of banks and shoals, occasional phenomena and the abnormal condition from time to time ocean currents appear preconceived opinions, present advanced phy. Without disparage nations, we may in the first ranks of this ally so as regards the Russia has made the marian coasts her eye to be hoped that Mr. will gain more public appearance in the Geo- journal guarantees, so marine in China may experience. His notes are section of facts mostly equaters of the Yang- eance in a collected hutch use.

ness will be to look after the pirates who infest the waters of China and Japan, and who have been committing serious depredations of late upon unarmed merchantmen. The *Maumee* is a light draught screw steamer, carrying six guns, and it is thought that she will be particularly adapted to pursuing the piratical craft up the shallow rivers where they are in the habit of flitting when pursued by a man of war. Commander Cushing will be remembered as the officer whose daring exploit resulted in the destruction of the rebel *Alabama*. He is the youngest Lieutenant Commander in the navy.

SUPREME COURT.

CRIMINAL SESSION.
Before the Hon. the Chief Justice.
January 18, 1888.

The January Sessions were opened this morning, when the following Juries were called:—Messrs. Armstrong, C. Simon, Oozio, Kwan, Fawcett, Vinson and Brown.

Lum Akut and Yip Ayan were charged with the larceny of two watches from the shop of a Chinaman in Wellington Street, on 10th January. From the evidence of the partners of the shop, witnesses for the prosecution, it appeared that prisoners attacked the property from a glass case standing in the shop, and were apprehended by one of the witnesses, and given into custody of the police. One of the watches was valued at \$3, and the other at \$12; in which money prisoners offered to pay to avoid trouble.

Prisoners, in defence, asserted that they were innocent men and did not steal the watch. It was a man advantage to squeeze them on the part of the complainants, who thus endeavored to push their trade and force people to buy their watches.

A Chinaman from the suburbs of Kowloon City said he knew the prisoners; they left his shop to procure what they could in Hongkong.

The Jury returned a verdict of guilty without the assistance of summing up by the Judge; and his Lordship passed sentence upon the prisoners. Upon Lum Akut, who had been three years in Gaol on a former occasion, he imposed the penalty of another three years' penal servitude; the heaviest penalty for larceny. The younger prisoner was sent to gaol, with hard labor, for a period of two years.

LABOUR.

Lo Aye pleaded guilty to having stolen some bed-clothing from a servant in St. Paul's College; and his Lordship passed sentence of three years' penal servitude upon the prisoner, who was also an old acquaintance of the Gaol Superintendent.

CHILD STEALING.

Wu Afoong was placed at the bar, and pleaded not guilty to a double-charge of child-stealing. From the evidence of the mother of the children it appeared that the children were two boys of the ages respectively of eleven and thirteen years. The mother lives in a brothel here, with her daughter. The two boys were to live in the same place previous to 22d June, when the date on which they were missed. [This prior woman was so overcome by her feelings that she had to be removed from Court; she has fainted several times since she last left the bar.] The daughter stated that she knew prisoner by means of his coming to the brothel to see her. Some days previous to the 22d Nov. prisoner expressed a wish to obtain the oldest brother to learn the business of a pork-butcher; but she refused to hear of such a proposition. A little after that he asked if he could go with him to enjoy a feast and fire crackers. After the boys had disappeared, prisoner came again, and asked whether it was true that the boys were lost. On learning that such was the case, he said that he and his mother would go to Macao in a few days to get them back, as he supposed they were in a pig-barn. Mother and prisoner then went together to Macao, but prisoner left the poor woman alone, and she returned the same night. Prisoner gave her a letter for her daughter, in which he stated that the children were in Foshan; that the ransom was \$100, and urging that sum to be sent to him. Some days after this, prisoner came down again to Hongkong, and offered to redeem the boys for \$70. But when the daughter offered to pay the money, by pledging her own person, he said it would be better to let the matter rest. Prisoner's manner was so very suspicious that a policeman was sent for, and he was taken into custody.

The Attorney General remarked that an Inspector ought to have been sent to Macao to inquire into this case, and that the co-operation of the Macao police ought to have been secured.

His Lordship said that an Inspector should have been sent everywhere; it was monstrous that the Government could not protect its own subjects.

A long-argued case, deposited by having arrested the prisoner, and also to having gone to Macao to find the missing boys, was not found. He only went to Police than to find instructions from the prisoner where he had been. To find a little girl, thirteen years of age, stated that she saw the prisoner with the two boys going off board the Macao steamer. She asked the old boy where he was going, when he replied that he was going to Macao himself at Macao.

Prisoner's statement was that the boys used to come to his master's house to get meals. He, however, went to Macao to sell pork, and first twice came to him, saying he had lost his boys; and that the loss had told him they were in Macao; prisoner thought this was very suspicious, and would work him up to open his mouth. The mother then asked him to find out her boys, as he knew Macao so well. He told her to live in his house for a day or two; she said she would do so, if he did not find her boys; and she came home again with her. She said she was ill, what she was doing; upon which prisoner gave the convenient advice, viz., that she had better not die, but be patient, wait for the discovery of her boys, and prisoner's reward for their recovery. He would wear on the traditional black head that he could not write, and therefore could not have written the letter produced in Court.

His Lordship said that he was pretty certain the Jury would admit that the poor man (a witness) had lost two boys, probably for ever; and that the question for the Jury was not whether the prisoner was guilty or not, but whether there was sufficient evidence to fix the guilt upon the prisoner. As to the fact that the prisoner, were in possession of a brothel, the Jury would bear in

mind that the views of Chinese as to the respect owing to females in China was a very different thing to that borne for females in England; and that any discredit which fell from that fact might be such to a witness in England, did not apply to the evidence of a Chinese. Going into the evidence of the Lordship remarked that it was the prisoner who first suggested Macao; and the conversations which took place regarding the lost boys showed a design in prisoner's mind to take them to Macao for some purpose or other. The document produced, bearing the signature of the prisoner, had been written by two witnesses; and documents which were spoken by a witness. The evidence of the women, his Lordship remarked, pointed to the conclusion that the prisoner was negotiating for the price of the children on his own account, and not for the behoof of any second person. In addition to this, there was the independent evidence of the little girl who proved that the boys were seen in prisoner's company near the steamer's wharf. His Lordship concluded, by saying that the case was a very important one, and deserved the Jury's most careful consideration.

The Jury returned a verdict of guilty. Prisoner asked why the Court did not send to the head of police at Macao to see whether the mother had been in his house or not; which question the Chief Justice refused to answer.

The Attorney General suggested that some steps which could be taken might lead to the recovery of the boys.

The Chief Justice, in passing sentence, said he did not conceive it possible that the Jury could have come to any other conclusion. It was a consolation when a great crime had been committed, to feel no doubt who was the guilty party. This poor woman's feelings had been outraged, and it was almost a wonder that she had been left her children to come to the Court and give evidence as she had done. There was one reason, he knew, why the boys had been taken to Macao, viz., that they could be taken away to some place from whence they would never return. That prisoner took the children to Macao, and there sold them into slavery, he fully believed; and as a father he (his Lordship) would have rather he had murdered a child of his, than done as he had done with these boys. The poor woman would no doubt be thankful to know they were dead, rather than in slavery. For the first offence (or rather crime) the sentence of the Court was penal servitude for 7 years; and for the second, a further term of penal servitude for 7 years, to be served at the expiration of the first. It was necessary that the detestation which every Englishman felt for such a crime should be clearly shown; and if the boys were recovered, the prisoner had a source of money to which he could apply in this Colony.

The Attorney General observed that, in case any point might arise at a future time on this case, he would draw his Lordship's attention to Sec. 7 of Ord. No. 3 of 1865, in which the jointer of offences in one information is dealt with; and further remarked that his Lordship must be aware that, if it should prove that he had not power to pass a sentence of fourteen years for the two offences, then the mad must be pardoned altogether.

The Chief Justice said he was obliged to the Attorney General, but would rather have it as it was; he had looked upon the stealing of the two boys as two separate offences.

The Attorney General said he gave no opinion on the point, but simply drew his Lordship's attention to it.

The Gaol turnkey, named McGill, tried some time since for extortion, was discharged by proclamation.

CORRESPONDENCE.

CANTON STEAMBOAT COMPANY.

To the Editor of the "CHINA MAIL."

SIR,—The report of the Steamboat Company, just submitted to the shareholders, corroborates the statements and assertions put forth by me in my communication of 12th July last, which appeared in your issue of the following day. The dividend of "20 per centum" per annum, the "clearing off" of the debt, and such like, have turned out, as I pointed out, "castles in the air."

This deficit in the gross earnings from the regular service during the latter half of the year, which seems to have given occasion to the directors to harp on the dullness of the times, is not more than \$14,000 as per Company's published accounts. If there did exist any depression in the Company's trade, under what prospect then did they run the *Pine Dart* as an additional boat on the Canton route from the latter part of August to the middle of September? But it is not only the deficit in the regular service, but the deficit in the revenue under review that strikes the eye; which, under the circumstances, have been "additional receipts." Is it not then more likely that the deficit has been occasioned by the fact of Mr. Aochong running two steamers, since the *Prince Albert* was released, than by any other cause? Moreover, the complained-of deficiency surely should have been counterbalanced by a decrease in the "extra expenses," since the *Kinshan* has been the only steamer kept in for repairs during the past half year. Such however is not the case, for the "running expenses" of the two half years do not exhibit any difference, although during the first half year three of the Company's steamers underwent the "overhaul in hulls and machinery." Perhaps a larger amount has been needed for making the *Kinshan* "almost as good as new" than an overhaul would have required. If so, it stands to reason that the "dullness of the times" has not solely contributed to the less flourishing state of the Company's finances.

In noticing the report under notice, you have remarked, in conclusion, that the net earnings of the Company during 1867, after deducting "expenses of every nature," show a profit of twenty-seven per cent on the paid-up capital. This is evidently an oversight. The net earnings during the first half year, according to the Company's account, of 30th June, were \$54,358; whilst during the latter half year, as per their account, are \$44,980, aggregating \$99,338, which on the paid-up capital hardly gives eighteen per cent. The profits on stores and coal, the salvage claim on the barque *Hongkong*, the amount recovered from the underwriters on the *Kinshan*, are certainly not to be included in the net earnings during the year of 1867. Even with these items included, with the balance in cash, the aggregate will not show a figure of

\$150,000, as stated in the report, much less exhibit twenty-seven per cent on the paid-up capital of \$502,500.—Yours &c., QUILL.

THE MACAO COOLIE TRADE.

To the Editor of the "CHINA MAIL."

HONGKONG, 18th January, 1888.

SIR,—I was greatly surprised to read in your last night's issue a very able article regarding that abominable traffic carried on at Macao under the name of Coolie Emigration; but you made a mistake, which I take the liberty to point out, in order that you may rectify it. Mr. Rangel did not go to prison at all. He was only sentenced to one month's incarceration for an alleged crime—a heinous crime, entitled *disobedience*—two days after he had lodged the information against the scoundrels who attacked, robbed and ultimately sold to the Portuguese the poor Ananias; and, before the active bailiff could lay his grasp on Mr. Rangel, that gentleman took French leave of Macao one fine morning and came over to Hongkong. Before he left the place he appealed to a higher court, but, as the same Judge presides over it, no decision has as yet been arrived at. It is now eight months since the occurrence took place, and I doubt very much that the Judge will ever be susceptible of finding out his mistake and reverse the sentence.—I am, Sir, &c., A MACAENSE.

THE BRITISH SQUADRON IN JAPAN.

To the Editor of the "CHINA MAIL."

HONGKONG, 18th Jan. 4.

IT is the first time of witnessing such a large assemblage of noble and efficient vessels of war in Japanese, or even in Chinese waters, as that formed by the ships under the command of Sir Henry Keppel, now riding at anchor in Kobe bay. It has been with unbounded pride that we have stood on the decks of many of these fighting craft, and viewed below, the stalwart and well-disciplined crews and powerful armaments, and above, the white ensign fluttering in the breeze.

We have first the *Rodney*, the Admiral's Flag Ship, with her painted ports and double-tiered guns, reminding us somewhat of our old friend the *Princess Royal* of jocular memory; then again in contrast to her, we have a visitor fresh from the Mediterranean, the iron clad *Ocean*, which is indeed a magnificent vessel and would prove, we should imagine, a somewhat rough and dangerous opponent in an encounter. The opportunity of a visit to this vessel should not be lost, as her immense proportions, the wonderful mechanism applied to the working of her gigantic guns, some of which are 9½ tons and are easily worked by three or four men, are well worthy of notice; the beautiful engines, the rummy and well kept decks, the smart equipment and good discipline of the crew, the handsome cabin fittings, the well-kept accommodation for the officers and the general appearance will repay the visit, and we can promise that every attention and information will be given to visitors by the officers on board, whose courtesy we have already experienced.

We notice the *Barclay* which has recently saved from destruction by fire at sea, by the coolness, intrepidity and discipline of her officers and crew in a time of imminent danger; we also note the presence of our old friend the *Centurion*, which has been lately playing at "long ball" with the South, with the piratical genius of Parnassus. Our readers will doubtless recollect that the *Centurion* was acting in co-operation with Admiral Bell, who, in the *Harford*, meted out due punishment to the murderers of the unfortunate crew of the *Thetis*.

We have here the *Adventure* with her excellent arrangements, with efficient accommodation for the transport of troops, and also the *Raiders*, *Salamis*, *Serpent*, *Sylvia*, *Snipe*, *Battler*, and *Manila*, which representing a force of about 2,600 men, 153 guns, 14,900 tons, and 26,800 horse power.

We are almost sorry that we have not had a landing of the small-arm men of the Fleet, as we are of opinion that such a field day would have a desirable effect on the Japanese, and it is certain that such a spectacle would gratify all those on shore, who may not have another opportunity of seeing such a muster of blue jackets in these parts, as the squadron is, on duty, to be very shortly dispersed.

Such a demonstration would, besides affording amusement to the spectators, give the men a few hours' evolution on shore, which would be a slight relief from the life of board; and it would be a splendid parade ground admirably suited for war purposes, on the site of the proposed settlement, there is also a snug little wood close at hand, "altogether mighty convenient for skirmishing." Should our hints fall to the ground on this point, we would suggest that some fine afternoon it would be a general treat, were the band from the *Flag Ship* to land and "disentree sweet melody on the winds" would somewhat relieve the monotony of our ears, and, in paying tribute to it, which, after the excitement of "house hunting" and the more recent one of looking over the own relations, we have, in the absence of commercial transactions, come more fallen.

We shall be sorry to see the dispersal of the Squadron and to lose again friends, who, however, we are constantly "turning up" in all our wanderings. The "ghosts" which leave us this time we can only wish them all a prosperous New Year and speedy promotion.

MR CRAWFORD ON THE ETHNOLOGY OF ABYSSINIA.

LOGY OF ABYSSINIA.

At the Ethnological Society, the president J. Crawford, Esq., F.R.S., read a paper on "The Ethnology of Abyssinia and Adjacent Countries." A report made by the late Mr. Plowden, secretary to her Majesty's consul at Massowah, and formerly resident in Abyssinia, was the basis of the paper. The official document bore date 1884. The following are some of Mr. Crawford's remarks on the report:—

I proceed now to make such observations on the extracts from the report of Mr. Plowden as they seem to me to suggest. The singular mountain region they refer to, although situated in tropical Africa, far more resembles in climate and productions a temperate European or Asiatic country, with the mass that inhabits it bear a closer relation to Asiatics than to Africans. The more physical geography of Abyssinia, the neighbouring country of the Gallas, embraces the extensive territory which reaches from the 3d. to the 16. deg. of north latitude, and extends from the shore of the Red Sea to the Blue Nile, bearing a close resemblance to the plateau and valleys of the Andes, in which spring up the civilisation of Mexico and Peru, although of very inferior capacity to these for social progress.

The two most advanced nations inhabiting the plateau now described are the Abyssinians and the Gallas, who seem to me to be of one cognate race, although speaking different languages.

The Abyssinians are a black people, of various shades of darkness. They have prominent features, and the flat nose, thick lips, and woolly hair of the African negro are all absent. Their complexion, person, and features, they have been thought to resemble dark Arabs, but it appears to me that they are, although certainly a different race of man, more like Hindus. A little work on Abyssinia lately published in Paris by Mons. Lejean, late French consul at Massowah, has as a frontispiece a photograph of King Theodore, which fairly represents the most usual type of a Hindoo, both as to color and features.

The Gallas are, at present, much mixed with the Abyssinians within Abyssinia proper, and although differing from them in language and manners they seem to me to be of the same race of man, just as Mexicans and Peruvians, however widely differing in other respects, are of the same red race. Mr. Plowden's spirited account of the Gallas is as follows:—

The Gallas are noble in appearance, more graceful than the Abyssinians, elegant, strong, and generally handsome; with the pride of a nation of warriors, but very courteous and amenable to reason. Their women are not concealed and mix freely in society; they are often beautiful—almost always graceful; liberal of their smiles and favours to the brave, and stern to the coward. I have heard that those tribes to the southward are more chaste than these, and that they are more valiant if they anywhere attach a particular value to the exercise of that virtue. Each Gallas takes as many wives as he can afford to keep. Their features, when unmarked with other races, are European. They have no religion, but, without being conscious of it, retain some forms of Christianity, as fastening once in the year, observing the Cross, and others. They perform also some rude pagan rites, and have a superstitious veneration for certain large trees, to which they sacrifice animals. One word serves for God and sky, and while they believe that the Supreme Being created them and the world, and orders everything according to his will, they have not the least idea of the immortality of the soul, nor any credence of a future state. In the monarchical provinces the faith of Mahomed has made much progress, and the Roman Catholics are making vigorous efforts to plant the religion of Christ amongst these other Gallas who are on their road to Kaffa. As these races have, as yet, no priesthood to blind them, and no strong prejudices to render them deaf, the chances of success are considerable."

There is no doubt, however, that the two chief spoken languages of the Abyssinians contain a considerable number of Arabic words much mutilated. In the vocabulary of Salt, which amounts to one hundred and eighty words, I find a great many in all probability not from Arabic, but from their road to Kaffa. As these races have, as yet, no priesthood to blind them, and no strong prejudices to render them deaf, the chances of success are considerable."

There is no doubt, however, that the two chief spoken languages of the Abyssinians contain a considerable number of Arabic words much mutilated. In the vocabulary of Salt, which amounts to one hundred and eighty words, I find a great many in all probability not from Arabic, but from their road to Kaffa. As these races have, as yet, no priesthood to blind them, and no strong prejudices to render them deaf, the chances of success are considerable."

The Abyssinians, notwithstanding their isolation and the singular physical geography of their country, have made a social progress which places them above all the negro nations, and perhaps on a level with the third and fourth ranks of Asiatic civilisation. They have immemorially domesticated the dog, the hog, the goat, the sheep, the ox, while, if we are to judge by their names, they have received the horse, the camel and the camel from Arabia. They understand the art of making iron, malleable, and the use of bronze, gold, and silver. They fabricate tissues for clothing; and the material is cotton, which they grow themselves, but which most probably they received from the Hindus. Their agriculture is, on the whole, respectable, for they grow cereals, and the chief of these are wheat and barley, those of temperate regions corresponding with the temperature of their elevated country, and to a considerable extent they understand the indispensable art of irrigation. The coffee plant, an indigenous product of Abyssinia; but in the culture the Abyssinians are far surpassed by the Arabs, of whose country it is an exotic. It does not, indeed, appear that the Abyssinians had cultivated the plant until the 17th century.

In one important department of the arts, architecture, the Abyssinians are not far from the level of the negroes. According to the statement of Mr. Plowden (and there is no reason to discredit it) the Abyssinians, down to the arrival among them of the Portuguese, in the fifteenth century, were ignorant of the manufacture of bricks and of the art of making mortar, and the few permanent buildings which exist were constructed by the Portuguese architects before the expulsion of the Jesuits. These fathers must have exercised even more than their wonted activity for they arrived in the country in 1625, and were expelled in 1684; so that their whole stay extended to no more than nine poor years.

The celebrated ruins of Axum, in the territory of Tegré, might be added as an objection to the sentence of rudeness pronounced against Abyssinian architecture; but Axum was unquestionably the work of foreign artists.

In no matter, at least, the Abyssinians give an evidence of civilisation, which no negro people ever given. They are in possession of the art of writing; and to judge by the form of the letters and their sequence this invention would appear to be their own. The alphabet consists of thirty-three consonants, and is, like other Oriental writing, syllabic, the vowels being represented by diacritical marks. If the Ethiopic was contemporary with the Greek inscription on the stone at Axum already referred to, it would follow that the Abyssinians were in possession of the art of writing some 40 centuries ago, and, therefore, long before Angles and Saxons were in the authentic statement of Mr. Plowden the Abyssinians make very little use of it; but such has, no doubt, been the case with all rude people. It seems to be for the most part in the hands of the priesthood, and to have enabled them to preserve an ancient language called the Geed, which to the Abyssinians is what Sanskrit is to the Hindus, Pali to the Buddhists, Senti to the Guberes, and what Slavonic was to the Slavones. The only remarkable work in it is a translation of the Bible, which is to the Abyssinians what the Vedas are to the Hindus and the Zendavesta to the Worshipers of Fire, being, like these, withheld from the laity, with the exception of "The Psalms," and these only to be gabbled without being understood.

There is a tradition, and perhaps it is little better, that Ethiopia or Abyssinia once existed as a great and powerful empire. It is difficult to believe that to extend a religion, by its very physical aspect unfavourable to union—which does not contain a single relic of ancient native art, and the inhabitants of which are now, and always must have been, greatly divided by linguistic, tribal, and social differences—could ever have been united under a single administration. When the Portuguese were in the country in the first quarter of a century, there existed a chief of considerable power, there celebrated and almost fabulous Prester John; and there reigned at the same time four kings, nearly independent of him, and his own power was subverted even while the Portuguese were in Abyssinia. When Bruce visited Abyssinia, almost five hundred years ago, the country was in anarchy and civil war, and it is so at present day. During his two years' residence the most important prince was a party called by Europeans an Emperor, but known to Abyssinians as the Abbe or Negus, whose capital was Gondar, in Amharah, or the South-western division of the kingdom. Soon after the traveller's departure the ascendant Emperor was superseded by a chief of Tegré, on the north-eastern division of the kingdom, who became a kind of mayor of the palace, or *Ministre* *Reslav*, and ever since the Emperor has been a puppet in the country having been ruled with none less extent of authority by a succession of chiefs, each endeavoring to outdo the other. These are the parties known in accounts of Abyssinia under the name of Ras, which, in the language of the country, literally signifies "the head," and metaphorically head-man or chieftain.

King Theodore is one of these adventurers, and the story of his career is a good example of the normal state of government in Abyssinia. His friend and favourite, Mr. Plowden, gives the following, and I have no doubt authentic, account of it:— "A chief named Kasai, having great family influence in the provinces bordering on Senuaar, forced his way by the sword into some notoriety, and married the daughter of the Ras Abbe, and thus became the *Mayor of the Palace*. Of a proud and impatient spirit, after alternate rebellion and submission, and having defeated in numerous battles all the troops that were sent against him, he at last threw off all mask, and openly defied the Ras Ali and his adherents. Having in some measure disciplined his troops, for the first time in this country, by the assistance of a few Turkish soldiers, he suddenly appeared, after extraordinary forced marches, in the neighbourhood of the Ras's blockading camp, and boldly challenged him to the combat on the plains of Godjam, favourable as they are for cavalry, the Ras's pride. A pitched battle took place, in which the Ras was completely defeated, and barely escaped, not only pursued by his adversary. In a second battle he was entirely driven from the territories conquered by Gooka (a former *Mayor of the Palace*), and he was forced to take refuge in his natal province of Kijje. Dejar Oobay (Dejar is a title equivalent to governor) in the north, had not even gained time to collect his troops when Kasai threatened him with his whole force, and obliged him to fly to his hill-fort in fear. The victory, however, obtained by Kasai over the Ras had set free the daring chieftain Birre, son of Gooka, from his mountain; and the latter, to add to the complication, enemy as he was of the Ras, had still more devilishly fond with Kasai, on account of his father's death, slain in battle by the latter. Kasai, therefore, patched up a temporary peace with Oobay, and hurried to meet this formidable rival, since when all parties have feared to enter into decisive conflict. A chief of the Meccary dynasty, Balgud Ayya, had taken advantage of the confusion to raise the standard of revolt against Oobay; but the return of this latter has, for the present, repressed any serious disturbances. Affairs now stand in a singular position: the Ras Ali has returned to Dabra Tabor, but without any power beyond the range of his foragers. Dejar Kasai and Dejar Birre threaten each other in Godjam, with large armies, not having yet dared the encounter; and Dejar Oobay has re-occupied Tegré, after having seen with how feeble a grasp he holds his power. Numerous other chiefs have all their faculties on the alert to seize any chance that may offer; and it is difficult to say in whose hands the reins of power may finally remain. In the meantime it is certain that the roads are unsafe, commerce checked, justice privatised, and diplomatic relations impossible; and it would be idle to hope that the anarchy consequent on these events will soon cease."

It appears that Kasai, or to give his name in full, Kasai Karanya, was born in 1818, and that he commenced his career in 1848, when he was, consequently, thirty years of age. Down to 1854, the date of Mr. Plowden's report, he seems not to have taken the higher title of Ras, but contented himself with that of Dejar, or governor. It is since the death of his guide, Mr. Plowden, that he has taken the title of Abbe, or Emperor. In his letter to her Majesty his claims to the empire of Ethiopia as the lineal descendant of Solomon and the Queen of Sheba are insisted on, for it thus begins, "My fathers the Emperors having forgotten the Creator, he handed over their kingdom to the Gallas and the Turks; but God created me—lifted me out of the dust, and restored the empire to my rule." He endowed me with power, and enabled me to stand in the place of my fathers. By his power I drove away the Gallas. But for the Turks, I have told them to leave the land of my ancestors. They refuse."

The character of Theodore seems to have been well drawn by Mr. Plowden, for this is the account of him:— "Dejar Kasai is vigorous and subtle, daring to a fault, and perhaps more dis-

posed to innovation than any. He has abolished in his army the practice of mutilating dead bodies; taught his soldiers some discipline, makes war without baggage, or camp-followers, and encourages foreigners. Though proud, his manner is all humility; he is severe, liberal, and usually just, but breaks out now and then into unaccountable acts of violence, which indicate a somewhat unsettled temper; he is courteous and enterprising with more vigour than he pursues them, and is much under the influence of prophets and fortune-tellers."

Upon the whole, then, I think we must come to the conclusion that, although the Abyssinians are very old Christians, they are but very indifferent ones, and that in civilisation and morals they rank below most of the nations professing Mahomedanism, Hinduism, and Buddhism.

There is a tradition, and perhaps it is little better, that Ethiopia or Abyssinia once existed as a great and powerful empire. It is difficult to believe that to extend a religion, by its very physical aspect unfavourable to union—which does not contain a single relic of ancient native art, and the inhabitants of which are now, and always must have been, greatly divided by linguistic, tribal, and social differences—could ever have been united under a single administration.

When the Portuguese were in the country in the first quarter of a century, there existed a chief of considerable power, there celebrated and almost fabulous Prester John; and there reigned at the same time four kings, nearly independent of him, and his own power was subverted even while the Portuguese were in Abyssinia. When Bruce visited Abyssinia, almost five hundred years ago, the country was in anarchy and civil war, and it is so at present day. During his two years' residence the most important prince was a party called by Europeans an Emperor, but known to Abyssinians as the Abbe or Negus, whose capital was Gondar, in Amharah, or the South-western division of the kingdom. Soon after the traveller's departure the ascendant Emperor was superseded by a chief of Tegré, on the north-eastern division of the kingdom, who became a kind of mayor of the palace, or *Ministre* *Reslav*, and ever since the Emperor has been a puppet in the country having been ruled with none less extent of authority by a succession of chiefs, each endeavoring to outdo the other. These are the parties known in accounts of Abyssinia under the name of Ras, which, in the language of the country, literally signifies "the head," and metaphorically head-man or chieftain.

King Theodore is one of these adventurers, and the story of his career is a good example of the normal state of government in Abyssinia. His friend and favourite, Mr. Plowden, gives the following, and I have no doubt authentic, account of it:— "A chief named Kasai, having great family influence in the provinces bordering on Senuaar, forced his way by the sword into some notoriety, and married the daughter of the Ras Abbe, and thus became the *Mayor of the Palace*. Of a proud and impatient spirit, after alternate rebellion and submission, and having defeated in numerous battles all the troops that were sent against him, he at last threw off all mask, and openly defied the Ras Ali and his adherents. Having in some measure disciplined his troops, for the first time in this country, by the assistance of a few Turkish soldiers, he suddenly appeared, after extraordinary forced marches, in the neighbourhood of the Ras's blockading camp, and boldly challenged him to the combat on the plains of Godjam, favourable as they are for cavalry, the Ras's pride. A pitched battle took place, in which the Ras was completely defeated, and barely escaped, not only pursued by his adversary. In a second battle he was entirely driven from the territories conquered by Gooka (a former *Mayor of the Palace*), and he was forced to take refuge in his natal province of Kijje. Dejar Oobay (Dejar is a title equivalent to governor) in the north, had not even gained time to collect his troops when Kasai threatened him with his whole force, and obliged him to fly to his hill-fort in fear. The victory, however, obtained by Kasai over the Ras had set free the daring chieftain Birre, son of Gooka, from his mountain; and the latter, to add to the complication, enemy as he was of the Ras, had still more devilishly fond with Kasai, on account of his father's death, slain in battle by the latter. Kasai, therefore, patched up a temporary peace with Oobay, and hurried to meet this formidable rival, since when all parties have feared to enter into decisive conflict. A chief of the Meccary dynasty, Balgud Ayya, had taken advantage of the confusion to raise the standard of revolt against Oobay; but the return of this latter has, for the present, repressed any serious disturbances. Affairs now stand in a singular position: the Ras Ali has returned to Dabra Tabor, but without any power beyond the range of his foragers. Dejar Kasai and Dejar Birre threaten each other in Godjam, with large armies, not having yet dared the encounter; and Dejar Oobay has re-occupied Tegré, after having seen with how feeble a grasp he holds his power. Numerous other chiefs have all their faculties on the alert to seize any chance that may offer; and it is difficult to say in whose hands the reins of power may finally remain. In the meantime it is certain that the roads are unsafe, commerce checked, justice privatised, and diplomatic relations impossible; and it would be idle to hope that the anarchy consequent on these events will soon cease."

It appears that Kasai, or to give his name in full, Kasai Karanya, was born in 1818, and that he commenced his career in 1848, when he was, consequently, thirty years of age. Down to 1854, the date of Mr. Plowden's report, he seems not to have taken the higher title of Ras, but contented himself with that of Dejar, or governor. It is since the death of his guide, Mr. Plowden, that he has taken the title of Abbe, or Emperor. In his letter to her Majesty his claims to the empire of Ethiopia as the lineal descendant of Solomon and the Queen of Sheba are insisted on, for it thus begins, "My fathers the Emperors having forgotten the Creator, he handed over their kingdom to the Gallas and the Turks; but God created me—lifted me out of the dust, and restored the empire to my rule." He endowed me with power, and enabled me to stand in the place of my fathers. By his power I drove away the Gallas. But for the Turks, I have told them to leave the land of my ancestors. They refuse."

The character of Theodore seems to have been well drawn by Mr. Plowden, for this is the account of him:— "Dejar Kasai is vigorous and subtle, daring to a fault, and perhaps more dis-

posed to innovation than any. He has abolished in his army the practice of mutilating dead bodies; taught his soldiers some discipline, makes war without baggage, or camp-followers, and encourages foreigners. Though proud, his manner is all humility; he is severe, liberal, and usually just, but breaks out now and then into unaccountable acts of violence, which indicate a somewhat unsettled temper; he is courteous and enterprising with more vigour than he pursues them, and is much under the influence of prophets and fortune-tellers."

Upon the whole, then, I think we must come to the conclusion that, although the Abyssinians are very old Christians, they are but very indifferent ones, and that in civilisation and morals they rank below most of the nations professing Mahomedanism, Hinduism, and Buddhism.

There is a tradition, and perhaps it is little better, that Ethiopia or Abyssinia once existed as a great and powerful empire. It is difficult to believe that to extend a religion, by its very physical aspect unfavourable to union—which does not contain a single relic of ancient native art, and the inhabitants of which are now, and always must have been, greatly divided by linguistic, tribal, and social differences—could ever have been united under a single administration.

MISCELLANEOUS.

THE AGES OF ANIMALS.—A recent number of a journal, published at Vienna by an association for the protection of animals, contains the following

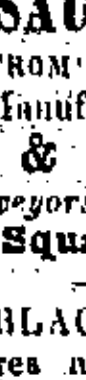
Notices of Filing

NOTICE.
THE Interest and Respons
EDWARD HALTON in our
on the 30th June last, and M
DER DONOHAN was admitte
on the 1st July.
GIBB, LIVINGSTON
Hongkong, January 11, 186

Miscellaneous

HATS, CAPS, AND H
Every description manufactured at
J. ELLWOOD & S
GREAT CHARLOTTE STREET,
Patentees of the celebrated Air C
Prize Medalists, International
London 1862, Dublin 186
Contractors for Helms in the Lon
Scottish, and other Police
Army Helmets and Caps with latest
J. BLEWOOD & SONS' Goods of
respectable Traders and Store
CATTION—No Air-Chamber. Hata
genuine, unless they bear the abo
either "Blewood & Sons," or the
in the shield.
Orders through Mercantile Ho
shipped.

DYE, DYE, D
ANY ONE CAN USE THE
A specially built at Hongkong, 186
—20 yards of Ribbon in 10 minutes
JUDSON'S SIMPLE
Maize Orange
Violet Crimson
Scarlet Brown
Green Canary
Price, 2s. per Yard.
These Dyes will be found most
articles of Woolen or silk, such as
Feathers, Fables, Crapes, Seaweed
Wood, Whisk shaving, Paper, &c
graphs and for Illuminating.
Chemists in the United Kingdom
Wholesale of Patent Medal Vendors
If

Three Prize Medals. P

PICKLES, SAUCES, JA
(FROM FROM ADULTERAT
Manufactured by
CROSSE & BLACK
Purveyors to the Queens
Soho Square, London

CROSSE & BLACKWELL'S
Manufactures are obtainable
Respectable Provision Dealer in the
Purchasers should see that they are
C. & B.'s genuine goods, and that they
are not substituted for them.
To insure through wholesalemen
are all prepared in Pure Malt Vinegar
Vats, by means of PLATINUM STRAIN
precisely similar in quality to those
for use at
HER MAJESTY'S TAB
C. & B. are AGENTS for LEA
CELEBRATED WORCESTERS
and are manufacturers of every des
man's Stores of the highest quality.
If

JOYE'S SPORTING ARMI
Established 1820.
FREDERICK JOYE
Invite the attention of Sportsmen to
Ammunition, of the best quality, now
throughout London and the Colonies.
Patent Waterproof and Corrosion
Resisting Waterproof Cartridges
Chemically-prepared Chaps, Fuzes,
Cartridges Cases for Breachload
Wire Cartridges for Killing Game
distances.
Sold by all Gunmakers and Dealers in
FREDERICK JOYE &
Patentees and Manufacturers
57, UPPER THAMES STREET,
Contractors to Her Majesty's War Li
If

GUINNESS & Co.'s EXTRA
We beg respectfully to inform
Shippers for the India Mar
have recently made such arrangements
literary as will enable us in future
any orders for Bottled Stout, with
in favour of such promptness and on the
SPARKS, MOLINE &
Sole Consignees.
LONDON.
If

FATON & CHARL
SKIN SOAPS, TOILET
WHITE WINDSON
Honey, Glycerine, Brown W
and other Fancy Soaps
In 1 lb. and 5 lb. Bars, Talbott
FOUNTAINE, PARIS.
Orders through English Corresponden
accompanied by instructions for payment
immediately attended to.
TUNNELL SOAP WORKS
118, WA. PIKE, LONDON

GARNOCK, BIBBY
ROPS MANUFACTURERS, LIVER
Manks Rope Span and made by Ma
Wire Ropes, of steel and Iron Wire
and Wires.
Cables and Bolt Ropes, of best
Indian Iron.
"Spicheadlers," Engineers, and Naval
Price Lists will be forwarded regularly.
If

FREDERIC ALGO
COLONIAL, NEWSPAPER & COMM
11 Clement's Lane, Lombard
LONDON
THE Colonial Press supplied by
Newspapers, Daily Corresponden
Papers, Correspondents, London
and any European Goods on London
COLONIAL NOTICE TO SHIPPERS

Salt Fish,	catty	120	16
" Small Fish,	"	160	16
Fresh Soles,	"	200	18
Canton Salmon,	"	140	11
Rock Fish,	"	140	11
Shark Fish,	"	80	7
Skate,	"	140	12
Turbot	"	140	12
Gurnet	"	140	12
Parrot Fish,	"	160	14
Snake,	"	80	7
Fresh Water Fish,	"	160	14
Snipe Fish,	"	100	9
Vegetables.			
Potatoes, Macao,	catty	40	2
Jayau,	"	40	2
Californian,	"	20	1
Sweet,	"	20	1
New	"	"	"
Yams,	"	40	2
Cocoon,	"	30	2
Turnip, Salt,	"	30	2
Carrots, Salt,	"	40	3
Fresh,	"	40	3
Spinage,	"	40	3
Indian Corn,	"	"	"
Young Bamboo shoots,	"	50	4
Cabbages, Large Macao, each	240	17	
Cabbage, White Canton, catty	40	2	
Common,	"	20	1
Cauliflower,	"	140	12
Lettuce,	small bun.	30	2
Celery,	catty	30	2
Parsley Chinese,	"	30	2
English,	"	"	"
Beanus, broad,	"	"	"
Long,	"	"	"
French,	"	80	6
Strained,	"	"	"
Green Peas, in the Shell,	"	60	4
Fat Potatoes,	"	100	8
Asparagus,	box	300	25
Chilies, Dried,	catty	250	20
Green,	"	80	7
Garlic,	"	50	4
Ringing,	"	40	3
Curry Stuff,	"	200	16
Pumpkins,	"	30	2
Large Onions, Bombay,	"	160	10
Mahabates,	bundle	40	3
Turnips,	catty	80	7
Puumbers,	"	70	6
Egg Plant,	"	40	3
Water Cross,	bunch	50	4
Kraus,	"	100	9
Aushroom, Dried,	catty	250	20
English Turnips,	"	80	6
Adishes,	"	40	3
Bean Sprouts,	"	40	3
Fruits.			
Andararin Oranges,	catty	80	6
oolie-Oranges,	"	40	3
Lemons,	"	100	7
Grapeapples,	each	100	7
umuloes,	"	100	7
Peas, Canton,	catty	"	"
Richies, Fresh,	"	"	"
Dried,	"	110	100
Lums,	"	60	5
Cocoanuts,	each	60	5
Omegranate,	"	60	5
Lainties,	catty	40	3
ouppies,	"	"	"
chnuts,	"	140	100
Alnuts,	"	120	90
Augustones,	"	40	3
Nammonds,	"	400	350
arrants,	"	800	750
aisins,	"	350	320
Ananases,	"	60	5
Papes,	"	650	600
raw berries,	"	"	"
ookin Pears,	"	160	110
siking Pears,	"	160	110
linnox Pears,	"	"	"
inter-Pears,	"	"	"
ound-Nuts,	"	20	15
azel-nuts,	"	"	"
quats,	"	"	"
ches, Dried,	bottle	500	450
ates,	catty	"	"
ines Dried,	"	500	450
rmbolas,	"	"	"
ok-Fruit,	"	"	"
mms, Water,	"	"	"
ees,	"	70	60
tastard Apples,	each	"	"
ee Apples,	catty	"	"
berries,	"	"	"
gar Cane,	stick	20	15
ed Apples,	catty	400	350
Miscellaneous.			
Ioca,	bottle	500	450
micelli,	box	1500	1400
aronni,	"	1500	1400
ses Vermicelli,	catty	160	150
ry Powder,	"	350	300
it Peas,	bottle	60	40
y,	pical	2000	1800
,r,	"	2500	2000
ri China,	catty	60	40
ri Barley,	"	100	70
,	"	160	140
,	"	100	80
ase Salt,	"	15	10
Salt,	"	~80	10
per (whole)-	"	200	190
(ground)-	bottle	280	220
ee,	catty	300	250
mega,	each	10	0
eers,	bottle	200	180
ea,	"	350	250
ard,	"	350	250
gy Chutney,	"	350	300
lea,	"	250	200
n new,	pical	4000	3900
lah Vinegar,	bottle	350	300
aon,	catty	700	600
es,	"		

Shipping in Harbour.

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

O, on Polder's Wharf.—W.O., from Polder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.O., on Polder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
1867-68.							
STEAMERS.							
Asahuel	W. Rowie	Amer. str.	325	January 17	A. Heard & Co	Bombay, &c.	Feb. 1, 2 p.m.
Benares	W. McCulloch	Brit. str.	1435	January 17	P. & O. S. N. Co	Shanghai	25th, 2 p.m.
Cadia	W. Edmund	Brit. str.	210	January 17	P. & O. S. N. Co	Saigon, Suco, &c.	19th, 8 a.m.
Donnai	W. Bandon	Brit. str.	2300	January 12	Messageries Impariales	Shanghai	For Sale
Erl King	W. Piel	Brit. str.	1044	January 12	Aug. Heard & Co	Swatow, &c.	22nd, 1 p.m.
Formosa	W. Hector	Brit. str.	700	January 12	P. & O. S. N. Co	Nagasaki	23rd, 5 p.m.
Malta	W. Hockin	Brit. str.	960	Sept. 17	P. & O. S. N. Co		
Peiho	W. Peake	Hmb. str.	700	January 11	P. & O. S. N. Co		
Reiver	W. Bolton	Brit. str.	777	January 6	Jardine, Matheson & Co		
Vulcan	W. Vass	Prus. str.	493	Dec. 31	E. Schellhass & Co		
SAILING VESSELS.							
Alabama	K. Dovaron	Span. sh.	561	January 14	Remedios & Co		
Aldebaran	W. Maack	Hamb. sh.	400	January 10	Siemens & Co		
Alexandra	W. Schermering	Dan. sch.	195	January 16	Order		
Anne	EC. Petrie	Brit. sch.	304	January 4	MacDonald & Co		
Arthur	EC. Crosby	Amer. bk.	271	January 12	Order		
Asia	W. Calderon	Sal. sh.	977	October 9	Thos. Hunt & Co		
Braganza	E. Shelton	Brit. bk.	398	Sept. 14	Arnhold Karberg & Co		
Calabar	W. Combe	Brit. bk.	678	January 5	Nowrojee & Co		
Calypso	W. Ring	Amer. bk.	569	January 11	Order		
Chelsea	W. Lowe	Brit. sh.	904	January 14	Order		
Child of the Ocean	W. Taylor	Amer. sch.	125	Dec. 14	Russell & Co		
Chow Sze	W. Burd	Siam. sh.	462	Dec. 24	Chinese		
Coimet	W. Sohnow	Siam. sh.	600	Dec. 12	Chinese		
Coringa	W. Fellows	Brit. sh.	700	January 11	P. & O. S. N. Co		
Cronkban	K. Robertson	Brit. sh.	134	August 11	Smith, Archer & Co		
Diamond City	W. Lubek	Siam. sh.	281	January 4	Chinese		
Douglas	W. Morrison	Brit. sh.	540	Nov. 14	Bozman & Co		
Eastward Ho	K. Byrne	Brit. sh.	607	Sept. 30	Russell & Co		
Elizabeth Fleming	K. Foster	Brit. sh.	727	Nov. 13	Jardine, Matheson & Co		
Emigrant	W. Esopie	Span. bk.	630	Dec. 24	Order		
Emma	W. Hammoth	Hamb. bk.	288	January 6	Wm. Pustau & Co		
Encarnacion	K. Gardioque	Span. bk.	465	January 9	Order		
Ensign	W. Angles	Fch. bk.	350	January 14	Wm. Pustau & Co		
Fairy	W. Lahn	Brit. sch.	229	Dec. 24	John Burd & Co		
Farless	W. Drew	Amer. sh.	900	Dec. 7	Russell & Co		
Fortitude	W. Deane	Brit. bk.	429	May 28	O. T. Western		
Frya	W. Major	Hamb. bk.	473	Dec. 28	O. T. Western		
Gazelle	W. Green	Prus. bk.	250	Dec. 23	Carlowitz & Co		
Gesine Brous	W. Groenewoh	Prus. bk.	400	January 9	Order		
Glenide	W. Dunn	Russ. sh.	635	January 3	Order		
Gothic	W. West	Brit. sh.	650	Sept. 17	A. Heard & Co		
Guantanamo	W. Ryasous	Fch. bk.	600	Nov. 14	Reynvaan, Brothers & Co		
Handy	W. Raynolds	Siam. sh.	632	Dec. 22	Chinese		
Helen	E. Evans	Brit. bk.	342	Dec. 27	Russell & Co		
Jacobus	W. Avon Rez Tas	Dut. bk.	256	January 9	Siemens & Co		
Jacobus Martinus	W. Dalloyau	Dut. bk.	444	January 14	Siemens & Co		
James Guthrie	W. Abner	Amer. sh.	330	Dec. 23	Bozman & Co		
Jan Peter	W. Molson	Prus. bk.	375	Dec. 10	Wm. Pustau & Co		
Johanna	W. Stegmann	Brem. bk.	150	January 17	E. Schellhass & Co		
Johann Smidt	W. Hagemann	Brem. bk.	425	January 9	Bourjau, Hubener & Co		
Johanna Bates	W. Sagerff	Brit. sh.	561	Nov. 13	Rozario & Co		
Kalima	W. Koehn	Hamb. bk.	288	January 11	Wm. Pustau & Co		
Kate Cleather	W. Lange	Siam. sh.	329	Dec. 25	Chinese		
Kim Yang Tai	W. Lorenza	Nor. bk.	150	January 4	Siemens & Co		
Kwik	W. Green	Brit. bk.	286	January 5	Gibb, Livingston & Co		
Labuan	E. Owens	Brit. bk.	809	January 10	P. & O. S. N. Co		
Lady Elina Bruce	K. Robes	Brit. bk.	817	July 28	Bourjau, Hubener & Co		
Lahoster	W. Esau	Brit. bk.	843	Dec. 1	Reynvaan, Brothers & Co		
Liguria	W. Opdahl	Nor. sh.	877	Dec. 23	John Burd & Co		
Lipsa	K. Schmidt	Hamb. bk.	490	January 10	Siemens & Co		
Magdalena	E. Cole	Brit. bk.	428	January 7	Arnhold Karberg & Co		
Malvern	E. Whittle	Brit. bk.	637	Sept. 15	Order		
Mandana	W. Areste	Span. bk.	301	Dec. 3	Remedios & Co		
Maria Luisa	W. Morallo	Fch. bk.	401	January 3	Reynvaan, Brothers & Co		
Maria Morton	W. Joneson	Fch. bk.	502	Dec. 12	Carlowitz & Co		
Maria Theresa	W. Meiner	Siam. sh.	659	August 16	Chinese		
Mary Ross	W. Wiese	Hamb. sh.	512	Dec. 29	Siemens & Co		
Melissa	W. Schutt	Siam. bk.	540	Dec. 25	Chinese		
Morning Star	W. Helretz	Prus. bk.	189	Dec. 20	Arnhold Karberg & Co		
Narcis	W. Wright	Brit. bk.	273	Dec. 12	Douglas Lapraik & Co		
Oceanica	W. Holmquist	Siam. sh.	736	January 15	Chinese		
Paragon	W. Andrews	Brit. bk.	740	Dec. 24	Russell & Co		
Paramatta	W. Petton	Amer. bk.	583	January 10	Order		
Penang	W. Ellison	Brit. sh.	670	Dec. 26	Borneo Company		
Queen of the Ocean	W. Ezziere	Siam. sh.	856	January 1	Chinese		
Resolute	W. Beschloff	Brem. bk.	480	Dec. 27	Melchers & Co		
Richard Cobden	W. Gavisa	Span. bk.	402	January 12	Remedios & Co		
Santa Anna	W. Hummel	Prus. bk.	240	January 16	John Burd & Co		
Salika	W. Pierce	Amer. sh.	816	Dec. 21	Captain		
Southern Eagle	W. Clark	Brit. sch.	115	January 8	Order		
Stanley	W. Kramer	Nor. bk.	214	Dec. 26	John Burd & Co		
Sumatra	E. Kinsman	Amer. sh.	1073	July 29	A. Heard & Co		
Tay Watt	W. Luit	Siam. sh.	654	January 4	Chinese		
Tekli	E. Kier	Hamb. bk.	350	Dec. 27	Wm. Pustau & Co		
Telegraph	W. Othleffson	Siam. sh.	300	January 6	Chinese		
Unioes	E. Hoves	Amer. sch.	113	Nov. 20	Order		
Tweed	E. Stuart	Brit. sh.	1745	Dec. 21	Gibb, Livingston & Co		
Vision	W. Ounorians	Brit. bk.	169	Dec. 27	Russell & Co		
W. G. Russell	W. Jewett	Brit. sh.	1243	Dec. 28	Aug. Heard & Co		
Wilhelmina Frederika	W. Kostermans	Dut. bk.	351	October 25	John Burd & Co		
Wye	W. Houston	Brit. bk.	348	January 13	Chinese		
Xelang	W. Demsky	Siam. sh.	472	January 12	Chinese		
Zwei Gebruder	E. Sas	Prus. sch.	169	Dec. 14	Wm. Pustau & Co		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Amur	Gyllpalm	Prus. bk.	235	January 12	Carlowitz & Co	Ningpo	Immediate
Annetta	Kaatten	Brit. bk.	385	Dec. 16	Arnhold Karberg & Co	Ningpo	Early
Bertha	Wagner	Prus. bk.	235	January 9	John Burd & Co	Ningpo	Early
Bessy Seagrath	Koch	Brit. bk.	153	January 8	Carlowitz & Co	Ningpo	Early
Caroline	Carlsen	Prus. sch.	260	October 3	Bourjau, Hubener & Co	Bangkok	Early
Catharina	Drauscher	Dan. bk.	321	Sept. 28	Bourjau, Hubener & Co	Saigon	Early
Catharina	Lorenzen	Hamb. bk.	388	January 15	Olyphant & Co	New York	Early
Ceres	Moller	Prus. str.	642	January 15	Siemens & Co	Shanghai	Immediate
Condor	Smith	Prus. bk.	244	January 17	Siemens & Co	Ningpo	Early
Douglas	Pitman	Brit. str.	615	January 15	Douglas Lapraik & Co	Swatow, &c.	Early
Fidilio	Bursley	Hamb. bk.	300	January 13	Siemens & Co	New York	Early
Franklin	Maffeld	Amer. sh.	1124	January 16	Olyphant & Co	Shanghai	Immediate
Galeata	Hager	Hamb. bk.	150	January 18	Melchers & Co	London	Immediate
Amianu	Owen	Brit. bk.	368	Dec. 6	Thomas & Mercer	Shanghai	Immediate
Peddele	Stocks	Brit. str.	650	January 16	Wm. Pustau & Co		

VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.	Intended Despatch.
CHINA & JAPAN PORTS.				
NINGPO	Amur	Pr. bk.	Carlowitz & Co	
Do.	B. Seagrath	Br. bk.	Carlowitz & Co	
Do.	Bertha	Pr. bk.	John Burd & Co	
Do.	Salika	Pr. bk.	John Burd & Co	
Do.	Stord	Nor. bk.	John Burd & Co	
Do.	Condor	Pr. bk.	Siemens & Co	
SHANGHAI	Chinay	Pr. str.	Siemens & Co	
Do.	U. Service	Br. str.	Wm. Pustau & Co	
Do.	Erli King	Br. str.	A. Heard & Co	
CHIEFOO & NCHWANG.	Tekli	Hmb. bk.	Wm. Pustau & Co	
NAGASAKI	Do.	C. of the Ocean	Am. str. Russell & Co	
Do.	Vulcan	Pr. str.	E. Schellhass & Co	23rd
OTHER PORTS.				
SUEZ, &c.—Fr. Mail	Donnai	Fr. str.	Messageries Impariales	25th
LONDON	Petchelee	Br. bk.	Thomas & Mercer	
NEW YORK	Ceres	Hmb. bk.	Olyphant & Co	
Do.	Fidilio	Hmb. bk.	Siemens & Co	
Do.	Erli Fleming	Hmb. bk.	Olyphant & Co	
UNITED KINGDOM	J. Guthrie	Am. sh.	Bozman & Co	
SAN FRANCISCO	Do.	Am. bk.	Order	
Do.	Manila	Penang	Order	
MELBOURNE	Joshua Bates	Br. sh.	Rozario & Co	
CALCUTTA & BOMBAY.	Douglas	Br. sh.	Bozman & Co	
BOMBAY	Rd. Cobden	Bm. bk.	Melchers & Co	
SINGAPORE	Labuan	Br. bk.	Gibb, Livingston & Co	
Do.	Twad	Br. sh.	Gibb, Livingston & Co	
SINGAPORE, &c.	Reiver	Br. str.	Jardine, M. & Co	22nd
SAIGON	Malvern	Br. bk.	A. Karberg & Co	
Do.	Jacobus	Dut. bk.	Siemens & Co	
Do.	J. Martinus	Dut. bk.	Siemens & Co	
Do.	Liguria	Ital. sh.	Reynvaan Bros. & Co	
Do.	Amnetta	Br. bk.	Arnhold Karberg & Co	
Do.	Catharina	Dut. bk.	B. Hubener & Co	
BANGKOK	Q. of the Ocean	Br. sh.	Borneo Company	
Do.	Helen	Br. bk.	Russell & Co	
Do.	Patamatta	Br. bk.	Russell & Co	
Do.	Caroline	Pr. str.	Bourjau, Hubener & Co	
Do.	Calypso	Am. bk.	Order	
Do.	Fairy	Br. str.	John Burd & Co	
JAVA	W. Frederika	Dut. bk.	John Burd & Co	
LOLO	Emma	Hmb. bk.	Wm. Pustau & Co	
RANGOON	L. E. Bruce	Br. sh.	P. & O. S. N. Co	
HAVANA	Guntanabro	Fr. bk.	Reynvaan Bros. & Co	
SURINAM	M. Therese	Fr. bk.	Carlowitz & Co	

* At Whampoa.

† At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	H.P.	Captain.
Algerine,	British	gun-vessel	3	80	C. E. Dumville, Lieut.
Basilisk	British	steamer	—	—	Hewitt
Bouquet,	British	gun-boat	8	60	K. H. A. Mamwaring, Lt.
Canoes	H.F.M.	gun-boat	—	—	—
Chong-ting	Chinese	gun-boat	3	—	Bessard
Drake	British	gun-boat	3	—	C. Crowdy, Lieut.
Dupleix	H.L.M.	corvette	14	—	Bargatte de Petit Thouars
Flamer,	British	naval hospital	—	—	Attached to Melville
Forester,	British	gun-boat	3	60	In Ordinary
Guerriere	H.L.M.	steam-frigate	34	600	Adm. Rose, Capt. Olivier
Hardy,	British	gun-boat	3	60	In Ordinary
Janus,	British	gun-boat	3	40	R. M. Lloyd, Lieut.
Mar. de la Victoria	Spanish	steamer	—	—	Jose Vez, Captain
Melville,	British	naval hospital	—	—	R. Bernard, D.M.I.G. &c.
Princess Charlotte	British	receiving ship	14	—	Commodore Oliver Jones
Unadilla	U. States	steamer	5	180	F. H. Baker, Lieut. Com.
Watchful	British	gun-boat	3	40	Harbor Tender to Comm.

MEN-OF-WAR AT CANTON.

Vessel.	Flag.	Captain.	Tons.	Owners or Agents.
Fee-long	Chinese	gun-boat	5	Thomas Edwards
Hai-ching	Chinese	Customs cruiser	4	Folsom
Sui-ting	Chinese	gun-boat	5	Stewart

HONGKONG, MACAO AND CANTON.

RIVER STEAMERS.

Vessel.	Flag.	Captain.	Tons.	Owners or Agents.
Fame, (110 h. power)	British	Stephenson	117	H. & W. Dock Company's tug
Fire Dart	British	Theobald	380	H. & W. Dock Company's tug
Kim Shan	British	Benning	456	H. & W. Dock Company's tug
Kiu Kiang	British	Benning	617	Do.
Little Orphan	British	Laid up	60	Do.
Poyang	British	Haskell	69	Union Dock Company's tug
Prince Albert	British	Fitch	379	H. & W. Dock Company's tug
Spark	Amer.	Wilson	140	C. Acheong
Spec	Amer.	Graves	140	Thomas Hunt & Co
White Cloud	British	Carroll	280	H. & W. Dock Company's tug

* Repairing at Hongkong.

RECEIVING SHIPS.

Vessel.	At	Flag & Rig.	Tons.	Captain.	Owners.
Fort William	Hongkong	B. sh.	1000	Townsend	P. & O. S. N. Steam Co</